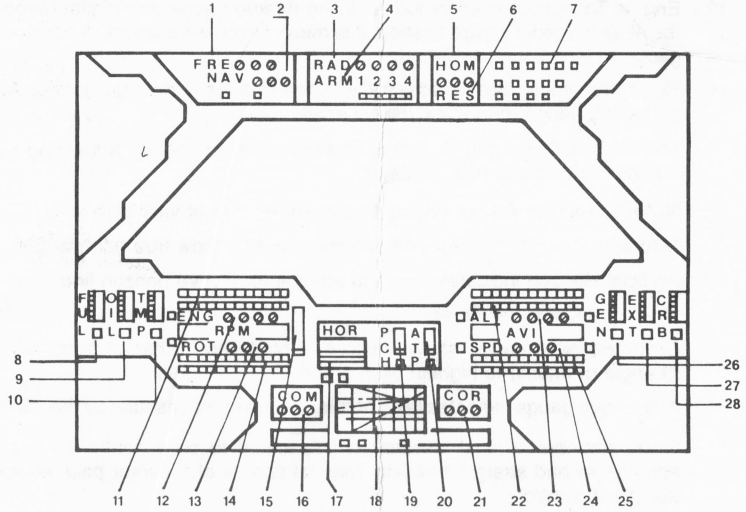

1.) Radio Frequency (Incoming)
2.) Direction Finder
3.) Range (Radar Track)
4.) Rockets Status Indicators and Arming Lights
5.) Homing Frequency/Heading
6.) Rescue Frequency/Heading
7.) Systems Status Indicator Lights
8.) Fuel Gauge
9.) Oil Pressure Gauge
10.) Engine Temperature Gauge
11.) Engine RPM Slide Gauge
12.) Engine RPM Digital Indicator
13.) Rotor RPM Digital Indicator
14.) Rotor RPM Slide Gauge
15.) Manifold Pressue Gauge
16.) Magnetic Compass
17.) Artificial Horizon
18.) On-Board Computer Screen
19.) Collective Pitch Gauge
20.) Anti-Torque Gauge
21.) Automatic Course Setting
22.) Altimeter Slide Gauge
23.) Altimeter Digital Indicator
24.) Speedometer Digital Indicator
25.) Speedometer Slide Gauge
26.) Generator (ammeter) Indicator
27.) Exhaust (Cylinder Head) Temperature
28.) Carburetor Mixture/Temperature
29.) Malfunction Indicator Lights

11 - 12.) Engine Tachometer Set includes sliding needle gauge and digital readout. If the sliding needle gauge flashes, this means excessive levels. A non-flashing gauge means levels are normal.

13 - 14.) Rotor Tachometer Set includes sliding needle gauge and digital readout. Again, a flashing gauge means excessive levels.

15.) Manifold pressure gauge. Indicates engine power output. A flashing gauge means dangerously high pressure.

Note: Computer will cut engine to prevent rupture at very high level.

16.) Magnetic Compass is digitized and corrected to show true north at 000°.

17.) Artificial Horizon indicates fuselage attitude to relative horizon line.

18.) On-Board Computer Screen.

19.) Collective pitch gauge shows degree of blade pitch change from "full low" (0 angle of attack) to highest pitch angle.

20.) Anti-torque gauge indicates level of rotor torque compensation by the tail rotor.

Note: Anti-torque level is automatically linked to pitch control to maintain equilibrium and straight heading. Manual control of tail rotor pitch overrides automatic control.

21.) Automatic course setting indicates preset heading (using COR Command) that will be followed if there is no manual control input.

Note: Although many stabilization features are incorporated in the UH-1X, the helicopter is still inherently unstable enough to make the ACS only 70-80 per cent reliable.

22 - 23). Altimeter set includes sliding needle gauge and digital readout. A flashing gauge is explained above.

24 - 25.) Speedometer set includes sliding needle gauge and digital readout. Flashing gauges are explained above.

26.) Generator/Ammeter gauge indicates electrical power output. Normal output is center mark.

27.) Exhaust/cylinder head temperature gauge indicates engine operating conditions. Optimum reading is center mark.

GENERAL DESCRIPTION OF AVAILABLE ASSIGNMENTS

1.) **FLIGHT INSTRUCTION** *(enter INS)* – Computer controlled flight training. The computer will lead you through a series of maneuvers from take-off to landing with simple control prompts. However, the trainee is in full charge of aircraft performance and should have a satisfactory understanding of the instruments and controls before attempting this test flight.

2.) **EXPLORATION** *(enter EXP)* – Fly a survey mission over previously uncharted territory. Map out the general terrain, major geological features, water supply, timberland or signs of habitation.

3.) **RESCUE** *(enter RSC)* – Military personnel are either lost or incapacitated in a mountainous region. Their route cannot be determined because of the irregularities of the terrain. The mission is to locate, transmit heading and distance and, if possible, land and attempt pickup of injured. The helicopter's maximum passenger capacity is two.

4.) **COMBAT** *(enter COM)* – A secret desert installation to which you are assigned is under possible threat of attack by unknown hostile forces. Your job is reconnaissance and, if necessary, defense. Determine enemy's ground and air strength and decide if engagement is feasible.

All mission assignments are unrestricted in form and within the general outline are non-repetetive. All command decisions are the responsibility of the pilot.

Refueling and repairs are available at the original take-off point only. In the event of crash landings, damage or emergency set-downs, the current mission will be terminated.

IF YOU CANNOT LOAD THE PROGRAM

1.) Check your equipment carefully to be sure that all cables and connections are correct.

2.) Re-read the section in the manual about loading machine code programs from cassette tape and diskette. Try to load again.

3.) If you can adjust the volume and tone settings on your recorder, try different settings.

4.) If possible, load another program from a tape or diskette you know works on your computer. This will prove that your equipment works. Try once more to load your game.

5.) The normal reason cassette tapes will not load is tape recorder head misalignment. Your computer may be able to save and load programs on its own recorder, but be unable to load tapes made on a different recorder for this reason. Be sure that your

tape recorder heads are properly aligned. Your local computer store or dealer can help with this.

6.) If the program still cannot be loaded, send the cassette or diskette, with a description of the problem (what the computer displays on the screen, if anything, when you try to load the cassette or diskette or play the game) and what you did to try to correct the problem.

Defective cassettes or diskettes will be replaced at no charge.